	**	**** T 0	P S E	CRE	T *****			***** T	OP SECR	E.T *****	
72 73		ARCP (COORD)	TRUE C	OURSE AFTER	ARCT (ZULU)	ON-LOAD (POUNDS)	MOR TO	AT MISSED A	AR ALTERNATE/DI	STINATION-	· · · · · · · · · · · · · · · · · · ·
74 AR-	RTE A	2419N 12558E	218	235	354Z	33832	23029	396	399	33618	
	RTE P	1700N 9940E	216	19	527Z	57903	55598	2022	2008	15536	
	RTE Q							2377	2411	9033	
ME CHANGE III TO LOS	and the second	N 7-150-70						A COUNTY OF THE PROPERTY OF TH			
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5		13			E12748004111L			
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)		18		04021L	Q4022L	** * ** *** * * * * * * * * * * * * *	A COLOR SANC COMPRESSIONAL CONCURRENCES OF SANCHES OF TRANSPORTED IN NAME AND	TOTAL SEASON PROPERTY.
<u>.</u>		19		Q4121L	04122L			
2		20		04024L	04025L			
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+		22		04027L	04030L			
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		30		Q4043L	04044L			
<u> </u>		31 32		04143L	04144L			
5		33		94046L	04047L			
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)		37		Q4154L	94155L	and the second of the second o		
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Approved For Release 2009/12/10 : CIA-RDP69B00041R001000050013-9 COPY AUTO ***** 1 0 P SECRET *** TOP SECRET FILE MISSION IDENT 601 BX6732 3 COMPUTER RUN DATE TAKE-OFF DATE 003 26 OCT 67 N 28 OCT 67 004 . 당 MSN/RTE START TIME 2 HR 30 MIN ZU 005 006 TURN RADIUS DATA 30.0 DEGREES BA N TAKE-OFF WEIGHT DEPARTURE PT 007 105700 LBS 00 008 2621N 12746E 2 0 BS RTE 22 B THIS IS A REALM 76 MESSAGE FOR BX 6732 FLIGHT PLAN FOR PRIMARY AIRCRAFT 009 010 011 OPTION ROUTE USES PASSES 18 2A.
ON PASS 2 CLIMB TO HIGH ALT CRUISE AT THIS ROUTE USES SURE HIT AND STEEL BRIDGE ONE AR AREAS 014 RLSG END SEGMENT WIND DFT TH VAR MH AIR END ALT TEMP PRS/TRU MACH PC 015 FC ___TC LONG DIR/VEL COR TEMP SPD DST 90 017 AA01 2510.9N 12643.4E CL +07 226 -29 300/315 0.65 315 366 219 276/055 +02 228 0 396 018 AB01 2419.0N 12558.0E CR 218 276/055 +06 224 +02 226 -29 300/315 0.77 0 286 469 439 66 41 019 300/315 0.80 0 297 487 459 2346.0N 12532.0E 276/055 +02 224 -29 AC01 AR 216 +06 222 020 XA01 2559.4N 12727.8E CC 038 276/055 -05 033 +02 035 -29 337/355 0.85 100 306 517 546 170 2622.0N 12748.0E 200/208 0.88 0 349 537 583 29 021 XB01 039 239/050 -02 037 +02 039 -28 DS 022 AD01 2240.0N 12430.0E AR 221 276/055 +06 227 +01 228 -29 300/315 0.80 0 297 487 455 87 023 024 PA01 1930.8N 11944.3E CL 235 342/008 +00 235 -00 235 -31 752/754 1.84 0 412 1115 1116 327 025 PB01 234 080/045 -01 233 -00 233 756/758 3.10 380 1906.6N 11909.4E CC 026 INS TURN POINT 1900.0N 11900.0E ROLL IN 11.1 NM PRIOR 027 756/758 3.10 378 1771 1807 22 1855.9N 11848.9E 249 080/044 +00 249 -00 249 -58 60 CC 028 PC01 -00 248 765/765 375 1819 300 1703.5N 11356.7E CC 248 071/051 +00 248 -57 3.10 60 1775 029 PC02 772/775 3.10 368 1775 1547.6N 11052.3E CC 247 089/048 -01 246 -01 245 60 030 INS TURN POINT 1504.0N 10910.0E ROLL IN 107.9 NM PRIOR 776/779 1780 031 PC03 1650.3N 10850.6E CC 350 089/048 +02 352 -01 351 -56 3.10 60 363 1779 777/780 032 PD01 1710.0N 10847.0E CC 350 089/048 +02 352 -01 351 -56 3.10 60 361 1779 1780 20 033 PE01 089/048 +02 352 -00 352 -56 783/786 3.10 60 357 1779 1780 1947.3N 10817.2E CC 350

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34.	RLSG	END	SEGMENT	FC	TC	MIND	DET	TH	VAR	мн	AIR.	END ALT	_MACH	PC_	_KEAS	TAS	GND_	GND	
35		LAT	LONG			DIR/VEL						PRS/TRU		AB				DST	
36	INS 1	TURN POIN	T 2009.0N	1 1	0813.0	E ROLL I	N	22.1	NM PI	RIOR		and the second second second second							
37	PE02	2025.8N	10757.5E	СС	319	089/048	+01	320	-00	320	- 55	784/787	3.10	60	355	1783	1807	43	
38	PF01	2214.0N	10615.8E	cc	319	101/047	+01	320	-00	320	- 55	789/792	3.10	60	352	1783	1813	144	
39	INS T	TURN POIN	T 2327.0N	1 1	0505.0	E ROLL I	N	98.0	NM P	RIOR									
40	PF02	2211.0N	10358.0E	cc	219	101/047	-01	218	-00	218	- 55	796/800	3.10	60	346	1783	1798	145	
)41	PG01	2001.8N	10207.7E	CC	219	101/047	-01	218	-00	218	- 55	802/806	3.10	60	339	1783	1798	165	
)42	PH01	1720.0N	09955.0E	DS	218	138/019	-01	217	-00	217	-31	290/308	1.92	0	411	1163	1156	205	
)43	PI01	1700.0N	09940.0E	СН	216	138/019	-02	214	-00	214	-29	300/318	0.88	0	330	535	531	25	
)44	PJ01	1620.0N	09940.0E	AR	180	138/019	-02	178	-00	178	-31	300/318	0.80	0	296	485	470	40	1
)45	XA01	1541.2N	10003.1E	СС	150	138/019	+00	150	-00	150	-31	360/381	0.85	100	298	515	496	45	1 1111024
46	X801	1516.0N	10018.0E	DS	150	138/019	+00	150	-00	150	-31	200/211	0.88	0	339	533	514	29	
47	PK01	1415.0N	09940.0E	AR	180	138/019	-02	178	-00	178	-31	300/318	0.80	0	296	485	470	125	
48																			
49	QA01	1941.6N	10135.3E	CL	019	138/019	+01	020	-00	020	-31	785/787	1.88	0	406	1139	1148	345	
50	QB01	2000.0N	10142.0E	СС	019	084/053	+02	021	-00	021	-55	783/785	3.10	100	354	1783	1755	19	
51	0C01	2035.8N	10155.2E	СÇ	019	084/053	+02	021	-00	021	-5 5	785/787	3.10	100	354	1783	1754	38	
52	INS 1	TURN POIN	T 2139.0N	1 1	219.0	E ROLL I	М	67.1	NM P	RIOR									
53	0C02	2126.9N	10330.0E	СС	101	101/047	+00	101	-00	101	-5 5	791/794	3 .1 0	100	350	1783	1730	111	
54	QD01	2045.5N	10710.4E	CC	101	101/047	+00	101	-00	101	- 55	803/808	3.10	100	341	1783	1730	210	
55	INS 1	TURN POIN	T 2033.0N	1 1	812.0	E ROLL I	N	59.0	NM P	RIOR		to the second se							
56	QD02	1933.71	10814.5E	CC	177	089/048	-02	175	-00	175	-54	808/814	3.10	100	335	1787	1779	101	
057	QE01	1855.0N	10816.0E	CÇ	177	089/048	-02	175	-00	175	-54	773/776	3.10	60	348	1787	1779	39	
58	QF01	1824.0N	10817.0E	CC	178	089/048	-02	176	-00	176	- 56	776/779	3.10	60	363	1779	1771	31	
059	QG01	1712.0N	10820.0E	СС	178	089/048	-02	176	-00	176	- 56	778/781	3.10	60	360	1779	1771	72	
060	INS T	TURN POIN	T 1509.6N	1 (825.4	E ROLL I	N 1	22.6	NM P	RIOR		The second secon							

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061 RLS 062	G END SEGMENT LAT LONG		ND DFT TH	VAR MH A	IR. END ALT MACH			
063 QGC	2 1602.8N 11019.9E	CC 065 089	048 +01 066	-01 065 -5	56 786/789 3.10	60 355 1779	1729 159	and a second of the second of
064 QHO	1807.9N 11505.0E	CC 065 076	045 +00 065	-01 064 -5	57 799/803 3.10	60 344 1775	1724 300	
065 QHO	entropy of the property of the control of the contr							The state of the s
066 QH0	3 2024.3N 12044.9E							
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					A 1997 C. C. 202 CARSLISH SIZE BOOKERS COMPANION CO.	nessen, automorphism pro act members for automorphism as a	entral management of the second secon	0.135.003-04
	4 2040.8N 12111.7E							
	1 2353.5N 12448.8E				54 822/830 3.10	60 327 1787	1752 279	
0/0 0/0	1 2622.0N 12748.0E	DS 048 276	055 -02 046	+02 048 -2	29 200/208 1.76	0 409 1071	1104 220	
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	RLSG	D T G	ACCUM	DIST	SEG	ACCUM	TIME	ETA	GROSS	FUFI	MER	SUN	7N	7N/	RB	COMMENT
>			RTE-MI	SSION	TIME	ROUTE	MISSION		WGT	REM		ANG		MIN		
7	AA01	66	90	90	14.8	0+14.8	0+14.8	0244.8Z	98200	42.5	14.6	51	167	0.4	301	LEVEL
	AB01	127	156	156	09.1	0+23.8	0+23.8	0253.82	95838	40.1	12.8	52	169	0.4	305	ARCP
9	AC01	87	197	197	05.3	0+29.2	0+29.2	0259.22	94668	39.0	11.6	53	171	0.4	309	FUEL DECSN
)	XA01	29	367	367	18.7	0+18.7	0+47.8	0317.8Z	89788	34.1	8.0	51	181	0.4	148	TO KADENA
1	XB01	0	396	396	03.0	0+21.7	0+50.8	0320.82	89318	33.6	7.5	51	183	0.4	146	KADENA TACN
2	ADOL	379	284	284	11.5	0+40.7	0+40.7	0310.72	89168	33.5	6.1	54	173	0.4	306	END AR
5	END A	IR REFU	EL -	ONLOA	D 338	32 POUND	5.		123000	67.3	57.2	MOR	TO CO	NTINU	 E 23	685 LBS.
	PA01	52	327	612	17.6	0+17.6	0+58.3	0328.3Z	100500	44.8	34.7	57	172	0.4	297	START CC
	PB01	11	368			0+18.9										
.13.	eran a retract	TOTAL CALL CONT.								· · · · · · · · · · · · · · · · · · ·						NCP PRINTED TO REPORTED AN AVAILABILITY OF THE PRINTED THE PRINTED THE PARTY OF THE PRINTED THE PARTY OF THE PRINTED THE PARTY OF THE P
	PB02	600	390	675	00.7	0+19.7	1+00.4	0330.07	00207	43.5	33.E	5.0	171	0.5	202	
	PC01	300	690			0+29.6								0.5		
	PC02	107								**************************************		MARKET STREET SMITT	CASE CHARLES	A MARINE SERVICE	annia da con della	MCCANNERS (In the contrast of
		107	603	1101	IJ O• 4	0+36.0	1+10.0	U340.6Z	87752	34.3	20.2	0 0	103	0.5	2//	
0																
	PC03					0+41.1				3 (6) (100 - 0	7.19 ALCOHOL:	59	162	0.5	170	
2	PD01	182	1056	1340	00.7	0+41.8	1+22.5	0352.5Z	86415	30.7	22.0	59	163	0.5	171	COMMON PT
3	PE01	22	1216	1500	05.4	0+47.2	1+27.9	0357.9Z	83622	27.9	19.5	56	165	0.4	173	OPTION 18
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Approved For Release	2009/12/10 • 6	1A-RDP69R00041	R001000050013-9

		*****	T 0 P	SE	CRE	T ****	*			**	**** T	0 P	S.E	C R	E. T. *	****
034 035	RLSG		ACCUM RTE-MI			ACCUM ROUTE		ETA .	GROSS WGT	FUEL REM	MER_	SUN	ZN	ZNZ. MIN	. RB	COMMENT
036															a come con man restaura	
037	PE02	241	1259	1543	01.4	0+48.6	1+29.3	0359.32	82787	27.1	18.8	56	166	0.4	206	
038	PF01	97	1403	1687	04.8	0+53.4	1+34.1	0404.12	80395	24.7	16.6	54	166	0.4	206	A TO THE PARTY OF
039		garante con collège de deservición												entrement committee to a service	and the second second second	
040	PF02	395	1548	1832	04.8	0+58.2	1+38.9	0408.9Z	77697	22.0	14.2	54	163	0.4	305	
041	PG01	229	1713	1998	05.5	1+03.7	1+44.4	0414.42	75114	19.4	11.9	55	162	0.4	304	START DS
042	PH01	24	1918	2203	10.6	1+14.4	1+55.0	0425.0Z	73969	18.3	10.7	58	162	0.5	305	BOTTOM OUT
043	PI01	165	1943	2227	02.8	1+17.2	1+57.8	0427.82	73469	17.8	10.2	59	162	0.5	308	ARCP
044	PJ01	125	1983	2267	05.1	1+22.3	2+02.9	0432.9Z	72299	16.6	9.1	60	164	0.5	346	FUEL DECSN
045	XA01	29	2028	2312	05.4	0+05.4	2+08.4	0438.42	71164	15.5	8.0	61	167	0.5	17	TO TA KHLI
046	XB01	0	2057	2341	03.4	0+08.8	2+11.8	0441.8Z	70694	15.0	7.5	61	169	0.5	19	TA KHLI
047	PK01	469	2108	2393	16.0	1+38.2	2+18.9	0448.9Z	64549	8.8	1.3	62	171	0.5	353	END AR
048	END A	IR REFU	EL -	ONLOA	584	51 POUND	5.		123000	67.3	63.3	MOR	то со	NTINU	E 54	490 LBS.
049	QA01	124	345	2738	18.0	0+18.0	2+37.0	0507.0Z	99950	44.2	40.3	57	184	0 • 4	164	HOLD 100 AB
	QA01 QB01	124 104								11-1-1-10		MINISTER THE LANGE	met / (Am.) (A) (mc)	COMPANY AND A 15 TO 1		HOLD 100 AB
050	grander min		365	2757	00.7	0+18.7	2+37.6	0507.6Z	99470	43.8	39.8	57	184	0.4	163	PORT OF THE STREET BOOK STREET, STREET
050	QB01	104	365	2757	00.7	0+18.7	2+37.6	0507.6Z	99470	43.8	39.8	57	184	0.4	163	COMMON PT
050 051 052	QB01	104	365 403	2757 2795	00.7	0+18.7	2+37.6 2+38.9	0507.6Z	99470 98541	43.8 42.8	39.8 38.9	57	184	0.4	163 164	COMMON PT
050 051 052 053	QB01 QC01	104 67	365 403 514	2757 2795 2906	00.7	0+18.7 0+20.0 0+23.9	2+37.6 2+38.9 2+42.8	0507.6Z 0508.9Z	99470 98541 95463	43.8 42.8 39.8	39.8 38.9 36.0	57 56 55	184 185 189	0.4	163 164 88	COMMON PT
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